

To-day's
Advertisements.

OFFICES TO LET.

NO. 24, ICE HOUSE STREET. Immediate Possession.

Apply to

W. DANBY,
Civil Engineer & Architect.
Hongkong, 7th October, 1899. [12814]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship

"HAICHING"

Captain Hodgins, will be despatched for the above ports on TUESDAY, the 10th instant, at daylight.

For Freight or Passage, apply to

DOUGLAS LARSEN & Co.,
General Managers.

Hongkong, 7th October, 1899. [12814]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

The Company's Steamship

"SUNGRIANG"

Captain Moore, will be despatched as above on TUESDAY, the 10th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 7th October, 1899. [12814]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.

The Company's New Steamship

"DIAMANTE"

Captain Taylor, will be despatched for the above port, on THURSDAY, the 12th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th October, 1899. [12814]

AUSTRIAN LLOYD'S STEAM NAVIGA-
TION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

The Company's Steamship

"POSEIDON"

Captain A. Levy, will leave for the above places on SATURDAY, the 14th instant, P.M.

For Freight or Passage, apply to

SANDER, WELER & Co.,
Agents.

Hongkong, 7th October, 1899. [12814]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAPE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Underclothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [1493]

Entertainment.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

7 St. Estephe, Red Capsule	5/6	7/6
8 St. Julien, Red Capsule	7/0	9/6
9 St. Julien, Red Capsule	12/6	13/6
CHATEAU LAFFITE BRON LAR		19/6
RIVET	18/6	19/6
CHATEAU MONTAN D'ARMAH	21/0	22/0
CHATEAU LA TOUR CARNET	25/0	
CHATEAU LAZARUS	30/0	
CHATEAU LAFFITE	42/0	

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU LAZARUS and CHATEAU LAFFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the Manager, *Hongkong Telegraph*, and not to the Editor. Letters on Editorial matters to be sent to "The Editor," and not to the Manager. Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith. While the columns of the *Hongkong Telegraph* will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.
Advertisements are requested to forward all notices intended for insertion in this paper to the Manager, "The Hongkong Telegraph," and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. The *Hongkong Telegraph* has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 7, 1899.

NOTES AND COMMENTS.

Papers by every mail from Japan are bristling with articles and comments relating to the thousand and one things which have cropped up since the coming in of the new treaties. In the adoption of these the Japanese have again been prominently brought before the world, almost as much so as when they conquered the Chinese in the late war; but the criticism of them now is far more severe than it ever has been, because the operation of the new treaties affects the foreigner, whereas the war did not. The rise to the position the country now holds among civilized powers is a record almost in the annals of a nation's progress; but Japan has blundered in many things. She is not alone in that respect, however, for Western powers have done likewise, and paid dearly for it too.

Although Japan has come along so rapidly, she is like a child who is determined upon gaining the experience of securing something it has taken a fancy to. Japan set her mind upon getting a fair return from the postal department by raising the postage rates. She blundered on account of not keeping before her the fact that countries which had lowered their rates had largely increased their revenues. England's success alone should have been a sufficient lesson. It has been the same with railway fares and telegraph rates. Railroad travelling and the use of the wire as a public convenience have so largely fallen off in consequence of the increased tariff, that instead of the Government deriving a revenue from these sources, it will probably have to confront a serious deficit. After the approved juvenile fashion the nation has run against the mathematics of the universe with the only possible result—failure.

In the matter of public enterprises, such as the introduction of street trams, waterworks, and all the various appliances for the convenience of the people which modern ingenuity is now perfecting, it would seem that instead of being warned by what Western communities have suffered through corporate schemes to fill private pockets, the Japanese are determined to huddle in the same kind of costly experience before they will consent to be taught what would seem now to be the plainest lesson of wisdom.

Most of our large cities at home have been awakened to the fact that on the plea of public convenience they have given away to greedy corporations the most valuable property which cities can possess, namely, the use and control of the public streets. Here is a source of revenue sufficient in many cases to support vast public institutions or to relieve urban communities from the burden of local taxation. In numberless cases this property has been flung away from its rightful owners, and in many places the process is still allowed to go on. Perhaps it is not surprising that the Japanese do not see the point, but that only makes it the more likely that in this matter also they will insist upon having their own experience.

One of the most objectionable provisions of Japanese law is that referring to cheques. If not presented within eight days after they are drawn they become invalid. Where the Japanese law-makers got such a silly idea is more than we can understand, for no such law is necessary in England or America, where more business is transacted in an hour than is done in Japan in a week. It looks as if the main object of the law was to benefit the exchange business of the native banks, for so limited a time, together with the slowness of the mails, will hardly permit a merchant to send a cheque to Kobe, leave alone Nagasaki, within the limit. It is understood that even some of the foreign banks have adopted the same rule, and that in one case a cheque over a week old, when presented, was refused payment. The drawer called and asked if he had funds in the bank, and when told that he had, he demanded that the cheque be paid. What a ridiculous policy for banks to adopt, especially when a drawer has funds in the keeping of the bank! If such is the case, that a person has funds, no bank, we should say, has a right to refuse payment, for it would be an absurdly ridiculous condition of things if after a firm has deposited its funds in a bank the latter could decide when and how they should be paid out. The sooner the banks of Japan remedy this blunder the better, for firms will find some other means of depositing their funds and making payments, which would certainly be a great loss to the banks.

WEATHER REPORT.

The Observatory report says—
On the 7th at 11.55 a.m. the barometer has risen moderately on the China coast and over the Philippines, fallen rapidly in Japan. The depression is moving N.E. in Central Japan. Gradients moderate with fresh to strong monsoon on the coast and in the N. part of the China Sea. FORECAST—Fresh N.E. winds; fair.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, October 5th.

The *Daily Telegraph* correspondent at Newcastle wired on Wednesday that the Boers had commenced an advance with a general movement of artillery. The British were preparing to abandon Natal from the frontier to Glencoe. General Symons was prepared to evacuate Newcastle in 24 hours. The Premier of Natal has cabled to Newcastle that the military cannot assist the town which he believes the Boers are about to attack and advises a surrender as resistance would be futile.

LOCAL AND GENERAL.

H.M.S. *Benbow* came out of dock at 9 o'clock this morning.

H.M.S. *Undaunted* left to-day for Manila to relieve the cruiser *Endonion*.

CHAN YAT, a shoemaker was up before Mr. Comptroller for returning from banishment. He admitted eighteen previous convictions, and was now sentenced to a further term of 12 months imprisonment.

We have received from Messrs. W. Brewer & Co., the publishers, an interesting little album of views entitled "Picturesque Hongkong." The album is most tastefully got up and will form a most suitable souvenir to send to friends at home, or for tourists to carry away with them.

The contractor's trial of the captured cruiser *Ida de Luzon* took place yesterday morning. She did a very creditable series of runs over the measured mile, we are informed, and will in a few weeks be ready to proceed to Manila to take her place in the American squadron.

The Band of the Hongkong Regiment will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.

PROGRAMME.
1. March "Auld Lang Syne" (Widdell).
2. Selection "Scott's March" (Widdell).
3. "Gairdrie" (Widdell).
4. Song "The Song of the Sea" (Widdell).
5. "Black and Tan" (Widdell).
6. "God Save the Queen" (Widdell).

We notice that the floating steam crane is busily at work unloading the new iron pier, which is to take the place of old Pedder's Wharf, from a lighter. The parts at present landed appear to be of a most substantial nature and we hope that no time will be lost in the erection of this most useful structure. Pier accommodation is sadly lacking in Hongkong and the sooner the new iron pier is completed the better will the public be pleased.

The following is the record in the 6 Aside, Competition to date:

	Physic.	Physic.	Physic.	Physic.	Physic.	Physic.	Physic.	Physic.	Physic.
6. Lowe	1	0	0	1	0	0	1	0	1
5. Looker	2	0	1	1	1	1	3	1	1
4. Mayson	2	1	0	1	1	1	0	3	1
3. Key	2	1	1	0	1	1	1	2	1
2. Greene	2	1	1	0	2	1	1	2	1
1. Noble	1	1	0	1	1	1	0	2	1
1. Pinckney	2	0	1	1	1	1	2	1	1

The *Nagasaki Press* of September 30th says:—Nagasaki is well supplied with visitors just now, for with the men-of-war and the American troops there must be some 5,000 strangers at this port. Unfortunately for the Japanese stores, the troops on the outward bound transport *Warren* are totally unsupplied with money. The men complain bitterly of not being allowed to draw some portion of their money until they are mustered in. Many have six or eight months' pay to draw. Surely some arrangement could be made to allow them to draw a certain amount for shore expenses, when they are allowed liberty. A spectator saw one man cutting the brass buttons off his coat and trying to sell two for ten in order to post a letter home, but the Japanese purchaser insisted on having three. During a conversation one man stated that he had sold his blankets in Yokohama to pay his expenses on shore, and that hundreds on board have only one fatigue suit and hat, and no under-clothing whatever, everything that would realize a few cents having been sold. This matter should surely receive attention, especially as it is understood there are many transports immediately behind the *Warren* en route for Manila.

FOOTBALL.

Looker, Hinds, Jenkins, Wild, Stockman, and Vernon yesterday evening met (Kings, Tulloch, Castle, Wilkinson, James, and Warren) of the Artillery on the H. F. C. ground. The military players had much the best of the game and finished up with two goals to nil. Tulloch and Greene played a very good game together, and at any time would be a dangerous pair; the former scored the two goals. Looker again worked hard and saved his side from having two goals more, at least, scored against it.

ABOUT TO MARRY AT 75.

The Hungarian novelist, Maurus Jokai, in his seventy-fifth year is about to marry the Hungarian actress, Antónia Nagy of 18. Jokai is the greatest novelist of Hungary, and one of the most famous in Europe. He is the author of 160 books, twenty-five romances of several volumes each, 320 novelettes, and six plays. His books have a sale of nearly a million copies in Hungary alone, and his romances, plays, and many of his novelettes have been translated into every European language. Jokai was the founder of the new school of Magyar literature, the literary pursuits of his time having been partially obsolete. The best known of his books to Englishmen is probably the "Romance of the Next Century," although his "Poor Rich Man" is also popular. The Hungarian has also gained fame as an editor, his newspaper, the *Nation*, being the most influential organ in Hungary. This is his second matrimonial venture, his first having been made fifty years ago, when he wedded Kosa Laborfalvi, the greatest of Hungarian actresses.

HONGKONG GENERAL CHAMBER OF COMMERCE.

The following has been forwarded for publication—

[Correspondence.]

PIRACY ON THE WEST RIVER.

THE CHAMBER TO THE COLONIAL SECRETARY.

Hongkong General Chamber of Commerce.

[Hongkong, 21st September, 1899.]

Sir,—I am directed by my Committee to again invite the attention of His Excellency the Governor to the condition of the districts watered by the West River and the piracies committed on that waterway and its tributaries, to the serious obstruction of trade.

The despatch of the gunboat *Tweed* and of a torpedo boat hence to the West River has no doubt had a good effect in some portions of the territory in question, but the length of the river and the numerous creeks preclude such a small force from having successful a very partial effect. If the Chinese Authorities could be relied upon to do their duty and second the efforts made to rid the country of the lawless characters who fatten upon the labours of the industrious portion of the population probably the force sent thither might suffice for the purpose. Unfortunately, however, the reverse is the case; nothing is attempted in real earnest by the Chinese officials, and if the evil is to be rooted out it seems that it will have to be done by a British naval patrol.

This being the case the Committee would respectfully suggest to His Excellency the Governor the propriety of further augmenting the gunboat fleet by getting out more boats of the *Sandpiper* class, as soon as they can be procured. Meantime, it might perhaps be practicable to send armed light draft steam-launches to be attached to the larger vessels for use in the shallow waters.

I have the honour to be, Sir,

Your most obedient servant,

R. CHATTERTON-WILCOX,

Hon. Colonial Secretary.

THE CHAMBER TO THE COLONIAL SECRETARY.

Hongkong General Chamber of Commerce.

[Hongkong, 28th September, 1899.]

Sir, In continuation of previous correspondence and in reply particularly to my letter of the 21st inst. on the subject of the obstructions caused to trade by the disturbances on the West River and district watered by it, I am desired by the Committee to offer a further suggestion for the consideration of His Excellency the Governor.

Recognising the fact that the provision of the number of steam-launches required to effectually police the inland waterways would necessarily entail a heavy expense upon the British Government for their upkeep, the Committee think that a similar result might perhaps be attained if all vessels flying the British flag and trading on inland waters were to be given the right to port or place on the river at which a Custom House or Lekin Station is maintained. Under the British flag, in properly appointed vessels, greater safety would be secured for passengers and cargo and the mere fact of a sufficient number of such vessels being constantly in evidence moving up and down the river would prove a deterrent to the trade of piracy which is now being carried on and would thereby necessitate the continuance of only a few gunboats on duty.

The British Government have every right to make this demand. In principle the opening of the inland waterways of South China to foreign trade and navigation has already been conceded, while in practice, as is so widely known, the concession has been rendered of no effect. The grounds on which this demand should be made are therefore, first, to secure the reality of what has only been given, apparently, with intent to convert it into ash; and secondly, that it is necessary to give security to the traders travelling, and to the natives who form their constituency. At the present moment the greatest sufferers from these perpetual piracies are the native traders who carry on business with the foreign merchants. They should receive protection against lawless characters of supreme importance, and it is the policy as well as the desire of the British merchants to see that the peaceable portion of the population is not disturbed or plundered.

Seeing therefore that the privilege suggested is but a means (and that an easy and practicable one) of securing a concession previously made and that it will be the means of conferring benefits on the whole of the district concerned while at the same time yielding increased revenue to the Chinese Government, the Committee are of opinion that they should be no difficulty in inducing it. They accordingly beg that His Excellency the Governor will see his way to make representations to this effect to the Right Honourable the Secretary of State for the Colonies.

I have the honour to be, Sir,

Your most obedient servant,

R. CHATTERTON-WILCOX,

Hon. J. H. Stewart-Lockhart, C.M.G., Colonial Secretary.

HONGKONG SHARE MARKET.

HONGKONG, Friday, October 6th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report, state:—The share market has ruled very dull and no transactions of importance have taken place. Banks—Hongkong and Shanghai Banks after the share of 47, 48 and 34 1/2 premium in sympathy with the decline of the London market. The latest quotation is 430. Nationals have been sold at 24 1/2 and are enquired for. Marine Insurances—Unions are steady at 260. China Traders are offering at 36 1/2. Fire Insurances—Both Hongkong and China Fires are obtainable at quotations. Shipping—Hongkong, Canton and Macao Steamboats have ruled steady and sales have been made at 207 and 830. Indo Chinas are firm and have been taken off the market at 27 1/2 and 27 3/4. Douglas Steamships have been booked at 24 1/2. Refineries—There is no business to report in stocks under this heading. Mining—Junjions, after sales at 89, are firmer and can be placed at 98 1/2. A telegram from the Mines states that "the mill ran 29 days, crushing 2,350 tons, yielding 179 ounces smelted gold. Concentrates produced 40 tons. Prospects at Gubau Mine are encouraging." Charbonnages are in demand at 24 1/2. Queen Mines have ruled steady at 45 cents. Jelajah improved to 14 1/2 sales but are again in the market at 14 1/2. Olivers "A" changed hands at 22 1/2 and 22 and the "B" shares at 22 1/2 but are obtainable at the close. Shares—A telegram at 11.50 and 11.55 respectively. A telegram from the Mines gives the result of the September crushing follows:—"585 tons of quartz crushed for a yield of 452 ounces retorted gold. Mill ran 25 days. Great Eastern and Caledonians have been sold at 16.60 and 17.70. Docks, Wharves and Godowns—Hongkong and Whampoa Docks are quiet at 52 1/2 per cent premium. Kowloon Wharf shares are neglected at 80 1/2. Warehouse shares have been sold

at 45. New Amoy Docks can be placed at 18. Lands, Hotels, and Buildings—Hongkong Lands have been negotiated at 11 1/2 and 12 1/2. Kowloon Lands have been done at 24 1/2. Hongkong Hotels are quiet and are on offer at 120. Humphreys' Estate have been placed at 110. China Providents have been fixed at 89 1/2. Cotton Mills—Hongkong Cottons are firmer and are wanted at 57 1/2. Miscellaneous—Green Island Cements have buyers at 29. A. S. Watsons have been done at 16.60 and 16.75. Electrics have been sold at 13 1/2.

THE PLAGUE.

Cases reported to 6th instant 1,471
Do. do. during past 24 hours..... 0
Total..... 1,471

Deaths reported to 6th instant 1,471
Do. do. during past 24 hours..... 0
Total..... 1,471

NEWS FROM JAPAN.

(From Japanese Papers.)

New Postal Stamps.

The Minister of Communications announces that new postal stamps as enumerated below will be issued from the 1st of October of the current year, the denominations, colour etc. of the new stamps to be as follows:—
2 yen, orange; 8 sen, brown; 15 sen, purple; 25 sen, green; 50 sen, red, like the same denomination now in use; 29 sen, red, like the stamp now in use; 50 sen, light green, like the stamp now in use; 50 sen, reddish-brown, like the stamp at present in use; 1 yen, carmine, same as the stamp now in use.

Death of Captain Wynn.

Many of our (*Kobe Herald*) readers will regret to learn of the death of Captain Wynn, which occurred at his residence in Kobe. Captain Wynn was formerly in the service of the Nippon Yusen Kaisha, but in recent years he has been an India Sea pilot. We understand that Captain Wynn was taken ill at Moji a few days ago, and was brought up to Kobe. His illness was not considered dangerous, and he passed away somewhat suddenly about half-past two o'clock yesterday afternoon, the cause of death being cardiac failure.

Mr. Clarence Greathouse.

A telegram has been received from Seoul, dated the 26th September, stating that Mr. Greathouse is dying. This (says the *Japan Herald*) is sad news for his friends, of whom there are many in Japan. Mr. Greathouse was formerly American Consul-General for some time, but of late years he has been resident in Korea, as legal adviser to the government there. He and General Le Centre who has lately died were appointed about the same time to occupy positions in the Peninsula.

The Hokkaido Colonial Office and the N.Y.K.

TOKYO, September 26th.
The Hokkaido Colonial Office is contemplating the grant of a yearly subsidy of 300,000 yen to the Nippon Yusen Kaisha, on expiry of the present subsidy of 200,000 yen, which is given by the Central Government. The local shipowners of Hakodate, Fukuoka, and Otaru are striving hard to obtain the subsidy themselves, however, in order to run steamers between the Hokkaido and the main islands.

New Admiral.

The following promotions in the Navy announced:—
His Imperial Highness Rear-Admiral Prince Arisugawa, promoted to Vice-Admiral. Captains Hikunaga Kanimura, and Goro Ijima, promoted to Rear-Admirals respectively.
At the same time, Vice-Admiral Yachi Shiyama, President of the Naval Academy, member of the naval High officers' Council, and the President of the Naval Conference of Specialists is released from the Presidency of the latter body and replaced by the new Rear-Admiral Ijima, who is also appointed Vice-Commander of the Naval Board of Command and a member of the naval officers' Council. The new Rear-Admiral is also appointed Superintendent of the Shipbuilding Inspection.

The Place of Snobs.

A correspondent writes to the *Japan Advertiser* the following incident:—
Last Sunday evening the writer was chagrined to witness an exhibition of snob business which it is to be hoped is not characteristic of the nation, a putative citizen of which the principal actor in the incident happens to be. Two American soldiers, gentlemen in every sense of the word, and of most presentable appearance, both being clad in new uniforms, applied at one of our hotels to be received at dinner. The manager, whose citizenship is, in ways, conserved to him by these, the soldiers of his land, informed the two that there was plenty of room in his dining hall, but "not for their kind." The incident was productive of a striking contrast, for but a few minutes later in the evening, the two soldiers were received with marked courtesy at another hostelry whose managers are in no way beholden to the flag which their guests had fought for.

Another Discovery of Gold.

THE GOLD IS MIXED WITH PLATINUM.
It has already been reported that a discovery of gold dust deposit in Esashi district, Kitami, Hokkaido, attracted some time ago the attention of the speculative public. Information is just now to hand that a similar discovery has been recently made in the vicinity of Tomari-mura, Soya district, in the same province. Claims have already been "pegged out" in the district; and scores of gold dust gatherers are now at work. We understand that a metal believed to be platinum is mixed with the dust.

Opposition to the Tokyo Electric Railway.

TOKYO, September 25th.
Some interested parties recently organized an anti-electrical combination, representing the fifteen urban districts and suburbs of Tokyo. It goes without saying that scarcely any of the rate-payers have been approached on the subject. The above combination has undertaken the task of vetoing the proposed electric railway. The gas company contends that electricity corrodes the gas-pipes, an opinion which is shared by the waterworks engineers. This is a strange contention; considering that no conduit system is proposed for Tokyo, but only the overhead single wires. If the latter are detrimental to gas and water pipes, the electric light wires should also corrode the pipes. Although the electric light wires have been in existence for the last ten years or so, no such complaint has been raised. It is apparent that more cogent objections will have to be raised, in order to defeat the electric railway, at this moment, the most backward city in the world.

The Paper Industry.

Since the termination of the late China War a keen demand for paper for printing purposes

arose owing to the increase of trade, and of commercial and industrial enterprise. In consequence of this the manufacturing capacity of the paper mills here, then very limited, soon failed to meet all the demands, with the result that the industrial world has since had to import pulp paper to a large extent from America. In 1895, the import of the said paper from America amounted to over 60,000 *kin* and this increased in 1897 to over 2,000,000 *kin*, while in 1898 the import swelled to as much as upwards of 1,500,000 *kin*. At the same time, however, the paper manufacturing industry at home made such rapid strides that the total output of the Paper Factories Union throughout the country amounted to 32,650,000 *kin* in 1897 and in the following year to upwards of 42,200,000 *kin* in all. The enforcement of the new Customs tariff in January last seems to have greatly reduced the import of the American paper, for up to July of this year it did not exceed 3,000,000 *kin*. Seeing, however, that the stock in the interior is now beginning to run short, and that this is being followed by a gradual increase of the market price, the *Shogyo* says there may arrive a time when the American paper will again be imported to a considerable extent, should the quotations for the home-made article get any higher. With regard to the superior kind of paper, it may be added, the country is still obliged to import the same either from England or Germany.

A Russian Demand on Korea.

From a report issued by the *Telkoku* "Taushinsha," it appears that recently the Russian Government made a demand on the Korean Government for the perpetual lease of Utsuryo Island, which is situated off Fusan, Korea. The island is noted for the large amount of timber growing on it, and at the time the

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU.....	Kobe and Yokohama.	THURSDAY, 12th October, at Noon.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe & Yokohama.	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU.....	MARSHALLS, LONDON & ANTWERP, via Singapore, Penang, Colombo and Port Said.	THURSDAY, 21st October, at Noon.
KASUGA MARU.....	NAGASAKI, Kobe and YOKO.	THURSDAY, 21st October, at 4 P.M.
HAKUAI MARU.....	VLADIVOSTOK, via Swatow, Amoy, Shanghai, Wei-hai-wei, Chefoo, Chemulpo & Nagasaki.	THURSDAY, 26th October, at Noon.
YAWATA MARU.....	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th October, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 2nd October, 1899.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY, HONGKONG.

PHOTOGRAPHIC PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &c. &c. &c.

Coast Port Orders Executed.

ACHEE & Co.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. (1239)

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

THE PUNJON MINING COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above named Company held at the Office of the said Company, No. 9, Praya Central, Victoria, Hongkong, on the 2nd day of October, 1899, it was resolved that the following Ordinary Shares of the said Company the distinguishing Numbers of which are hereunder written be and they were duly FORFEITED in accordance with Articles Nos. 26 and 27 of the Articles of Association of the said Company.

Notice of the liability to FORFEITURE of these SHARES appeared in the *Hongkong Daily Press* of the 17th day of August, 1899.

NUMBERS OF FORFEITED SHARES.

57477/57501
1199/11085
59166/59190
16241/16260
28502/28573
59466/59515

W. H. GASKELL, Acting Secretary.

Hongkong, 5th October, 1899. (1273)

WANTED.

A 5 or 6 ROOMED HOUSE, furnished or unfurnished, at Kowloon or Victoria. The Former preferred.

Apply—

SECRETARY,

THE HONGKONG LAND INVESTMENT AGENCY CO., LTD.

Hongkong, 5th October, 1899. (1274)

JAPANESE CURIOS.

JUST RECEIVED.

FRESH STOCK OF NEW STYLISH GOODS.

AT LOW PRICES.

CHAPTER ST. ANDREW, 218, S.C.

HONGKONG, CANTON, and Japan Views.

D. NOMA,

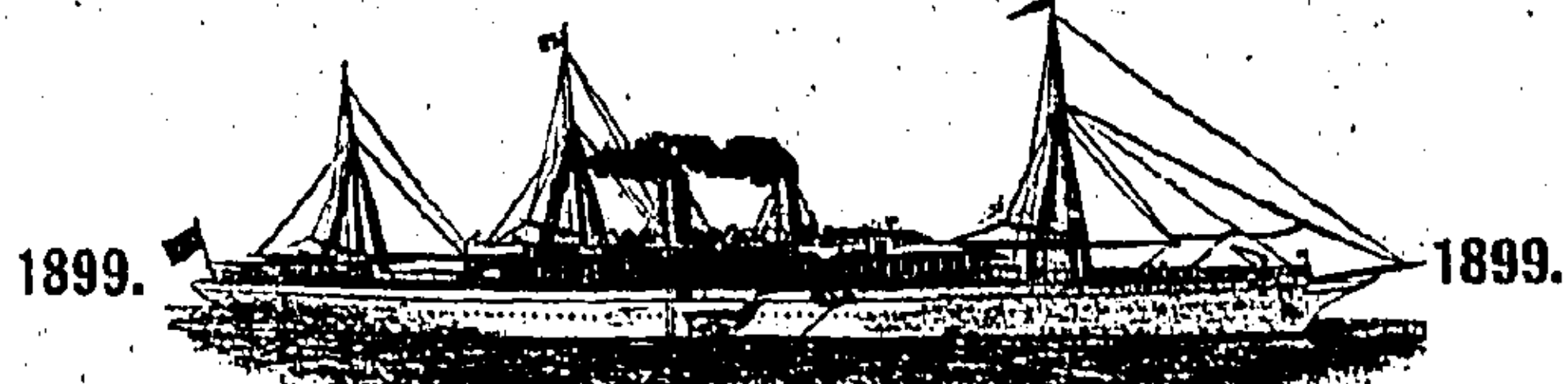
No. 12, Queen's Road Central,

Opposite the City Hall.

Hongkong, 2nd October, 1899. (1258)

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 23rd Oct., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, P.O. Box 11, Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

THE Steamship "NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899. (1310)

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK. THE 3/5 A.I.L. American Ship

"ST. MARK," Dudley, Master, shortly expected from MANILA will leave here for the above Ports and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & CO., Hongkong, 20th September, 1899. (1292)

FOR NEW YORK. THE 3/5 A.I.L. American Ship

"CHALLENGER," Gould, Master, is now ready to load here for the above port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & CO., Hongkong, 10th September, 1899. (1292)

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

City of Dublin [3,338] J. K. Rae... [Oct. 14]
Breconshire [3,357] R. Peebles... [Oct. 28]
Quebec [2,832] F. McNair... [Nov. 18]
Saint Irene [3,877] W. Attree... [Dec. 9]

Also FOR PORTLAND, OREGON; IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Abercrombie [3,777] J. Murray... [Nov. 11]
Monmouthshire [2,874] W. Evans... [Dec. 23]
Abercrombie [3,777] J. Murray... [Jan. 27]

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47. Excellent accommodation. First-class Tables. DOCTOR and STEWARDNESS carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports. Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DOUGLASS & CO., LIMITED, General Agents, Hongkong, 18th September, 1899. (14)



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, ADEN, SUEZ, PORT SAID, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "COROMANDEL," Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 14th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. KITCHIE, Superintendent.

Hongkong, 30th September, 1899. (15)

CARBOLINEUM-AMENARIUS USED FOR OVER 20 YEARS. With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China, LUTGENS, EINSIMANN & Co. Hongkong, 11th September, 1899. (19)

Mails.

NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

HAMBURG-AMERIKA LINE.

(East Asiatic Service.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SAVOIA.....	HAVRE and HAMBURG.	12th October.	Freight and Passage.
*Jäger.....	(LONDON with transshipment in HAMBURG)	About 6th November.	Freight and Passage.
*HEIDELBERG.....	HAVRE and HAMBURG.	About 15th November.	Freight and Passage.
Schneider.....	(LONDON with transshipment in HAMBURG)	About 15th November.	Freight and Passage.
ANDALUSIA.....	HAVRE and HAMBURG.	About 20th November.	Freight and Passage.
Schiffeld.....	(LONDON with transshipment in HAMBURG)	About 20th November.	Freight and Passage.
*SIBIRIA.....	HAVRE and HAMBURG.	About 30th November.	Freight and Passage.
Hildebrandt.....	(LONDON with transshipment in HAMBURG)	About 30th November.	Freight and Passage.
BAMBERG.....	HAVRE and HAMBURG.	About 30th November.	Freight and Passage.
Mayer.....	(LONDON with transshipment in HAMBURG)	About 30th November.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra.....	[3,466]	about	Oct. 20
Religion King.....	[3,379]	about	Oct. 31
Curmishshire.....	[2,929]	about	Nov. 15
Carlisle City.....	[3,002]	about	Dec. 15

THE Steamship

"THYRA," will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan. (1110)

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Nagasaki, Kobe & Yokohama).....	Wednesday, 25th Oct., at Noon.
*Akou (via Meji, Kobe, Yokohama & Honolulu).....	Tuesday, 21st Nov., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).....	Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ONSANG," will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu; and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 11th September, 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA

THE OVERLAND RAILWAYS,

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 10th October, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 4th Nov., at Noon.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th Nov., at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 10th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu; and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

S. VAN BUREN, Agent.

Hongkong, 10th September, 1899. (12)

NORDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, and SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

M.C. CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Sachsen..... Wednesday | 11th Oct.

Tyber..... Wednesday | 18th Nov.

König Albert..... Wednesday | 13th Dec.

Prinz Heinrich..... Wednesday | 27th Dec.

Prinzess..... Wednesday | 10th Jan.

Karlruhe..... Wednesday | 24th Jan.

Sachsen..... Wednesday | 7th Feb.

Hamburg..... Wednesday | 21st Feb.

Bayern

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"TAMSUI MARU," Captain S. Nagata, will be despatched for the above ports, on MONDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to MITSUBISHI BUSSAN KAISHA, Agents.

Hongkong, 6th October, 1899. [1213a]

SHEWAN TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE New Steamship

"PING SUEY," Captain C. de La Perrelle, will be despatched for the above Port, on MONDAY, the 9th instant.

For Freight, apply to SHEWAN, TOMES & Co. Agents.

Hongkong, 5th October, 1899. [1020a]

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, CHEFOO, AND TIENSIN. THE Company's Steamship

"NANCHANG," Captain Finlayson, will be despatched as above on TUESDAY, the 10th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th October, 1899. [1219a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, FIUME AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND AFRICAN PORTS.)

THE Company's Steamship

"MARIA VALERIE," Captain A. Folmer, will be despatched as above on WEDNESDAY, the 11th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 4th October, 1899. [1267a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"CALCHAS," Captain Gregory, will be despatched as above on TUESDAY, the 17th October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1899. [1216a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1899. [1265a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE AND YOKOHAMA. THE Company's Steamship

"CHANGSHA," Captain Moore, will be despatched as above on FRIDAY, the 20th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th October, 1899. [1277a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ORESTES," Captain Pullford, will be despatched, on TUESDAY, the 21st October.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th September, 1899. [1221a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Cargo at through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"OANFA," J. A. Davies, Commander, will be despatched as above on or about the 15th November.

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 4th October, 1899. [1268a]

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARGYLL," will be despatched for the above port and will be followed by S.S. "JOHN ANDERSON" at intervals of 2 weeks.

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 7th September, 1899. [1041a]

Consignees.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE," FROM PORTLAND, OR, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 2nd October, 1899. [1264a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LIVERPOOL. THE Company's Steamship

"OANFA," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 13th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 10th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 4th October, 1899. [1262a]

NOTICE TO CONSIGNEES.

S.S. "AFGHANISTAN" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 11th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 4th October, 1899. [1266a]

NOTICE TO CONSIGNEES.

FROM BOMBAY AND STRAITS. THE P. & O. S. N. Co.'s Steamship

"TIENSIN," Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 4th October, 1899. [1265a]

"HEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLARIQ," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th October, 1899. [1275a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL," having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before TO-DAY.

All Goods cleared by the 11th instant, will be subject to rent.

No Fire Insurance has been effected. All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will be recognized.

MCCREGGIE BROS. & GOW, Agents.

Hongkong, 5th October, 1899. [1271a]

Consignees.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW. THE Company's Steamship

"KAISOW," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 14th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 5th October, 1899. [1272a]

Intimations.

THE POPULAR DINING ROOMS, 18, PRAYA CENTRAL, (Near Hongkong Hotel).

WILL OPEN shortly. Good Home Cooking and Meals at all hours.

Hongkong, 23rd September, 1899. [1211a]

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.

Terms moderate, for Particulars apply c/o This Office.

Hongkong, 18th August, 1899. [1043a]

ALL KINDS OF PROVISIONS, CUTLERY, BRUSHES, BROOMS, VINOLIA SOAPS, AND SCENTS, FANCY GOODS, TOBACCOS AND CIGARETTES.

THE MUTUAL STORES (SUB AGENTS, LIPTON LIMITED), 57 & 59, QUEEN'S ROAD CENTRAL.

CHEAPEST HOUSE IN THE COLONY.

Hongkong, 5th September, 1899.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINLERS PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1896. [39]

LET 'EM ALL COME TO YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [1064a]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 22nd September, 1898. [45]

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

J. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1899.

Insurances.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

DECEMBER 31st, 1898.

Outstanding Assurance \$987,157,134.00

Assurance Applied for in 1898..... 198,362,617.00

Examined and Declined 30,318,878.00

New Assurance Issued..... 168,043,739.00

Income 59,249,286.78

Assets December 31st 1898..... 258,369,298.54

Assurance Fund..... 198,362,617.00

All other Liabilities \$2,160,550.27 201,058,809.27

Surplus 57,310,489.27

Paid Policyholders in 1898 24,020,523.42

STRONGEST IN THE WORLD.

The Surplus now amounting to more than \$50,000,000 belongs exclusively to Policyholders.

The Surplus of a Life Assurance Company is the Fund from which all Dividends MUST be paid.

The Equitable of the U.S. has by several millions Sterling the largest Surplus of any Life Assurance Company in the World.

DIVIDENDS. In the last 6 years the 'Equitable' paid Dividends to its Policyholders amounting to more than \$14,000,000, or nearly 1,500,000 more than the Company which came nearest to it.

Apply for Particulars of the Guaranteed Cash Value Policy, to the Society's Hongkong Office.

F. KIENE, Acting Manager.

Hongkong, 18th September, 1899. [1188a]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Agents.

Hongkong, 28th May, 1899. [18]

To be Let.

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to Comptroller Office, E. C. HOCHAPPEL.

Hongkong, 23rd March, 1899. [398a]

TO LET.

ROOMS, with or without BOARD, in CENTRAL POSITION. Summer Rates.

Apply to c/o of this Office.

Hongkong, 17th May, 1899. [664a]

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).

PROPERTY lately occupied by the Bowington Saw Mills.

GROUND FLOOR, 54, REEL STREET.

OFFICES: 1st floor, No. 1, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)

"HARFORD" MAGAZINE GAP.

No. 4, RIFON TERRACE.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th August, 1899. [12]

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours—

CHALLENGER, Amer. ship, Gould—Arnhold, Karberg & Co.

REUC, American ship, D. Whitmore—Standard Oil Co.

The Share Market.

LATEST QUOTATIONS. (October 7th.)

Banks.

Hongkong and Shanghai Banking Corporation—3 1/2 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 1/2 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—1/2 buyers.

National Bank of China, Ltd.—\$26 1/2 Do. —\$26 1/2

Marine Insurances.

Union Insurance Society of Canton, Ltd.—\$260.

China Traders' Insurance Co., Limited—\$64 1/2.

North China Insurance Co., Ltd.—Tls. 200.

Yangtze Insurance Assoc. Ltd.—\$124.

Canton Insurance Office, Ltd.—\$147 1/2.

Straits Insurance Co., Ltd.—\$5.

Fire Insurances.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$30.

Indo-China Steam Navigation Company, Ltd.—\$73 buyers.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$48.

China Mutual S. N. Co., Ltd.—(Preference)—25.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—25.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—25.10 buyers.

Star Ferry Co., Ltd.—\$104.

Refineries.

China Sugar Refining Co., Ltd.—\$146.

Luron Sugar Refining Co., Ltd.—\$54.

Mining.

Punjom Mining Co., Ltd.—\$30.

Do. —Preference Shares—\$2.

Société Française des Charbonnages du Tonkin—\$45.

Queen Mines, Limited—\$0.45.

Tobin Mining and Trading Co., Ltd.—\$144.

Raub Allan Gold Mining Co., Ltd.—\$64 1/2.

Olivier Freehold Mines, Ltd.—(A) \$11.50.

Olivier Freehold Mines, Ltd.—(B) \$67 1/2.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$1.50 buyers.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$25.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$25.

Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.

New Amoy Dock Co., Ltd.—\$18.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$9.50 buyers.

Hongkong Land Investment and Agency Co., Ltd.—\$111.